

Federal Aviation Administration, DOT

§ 145.63

However, a certificated repair station may not approve for return to service any aircraft, airframe, aircraft engine, propeller, or appliance after major repair or major alteration unless the work was done in accordance with technical data approved by the Administrator.

[Doc. No. 1157, 27 FR 6662, July 13, 1962, as amended by Amdt. 145-2, 29 FR 5451, Apr. 23, 1964]

§ 145.53 Limitations of certificates.

A certificated domestic repair station may not maintain or alter any airframe, powerplant, propeller, instrument, radio, or accessory for which it is not rated, and may not maintain or alter any article for which it is rated if it requires special technical data, equipment, or facilities that are not available to it.

§ 145.55 Maintenance of personnel, facilities, equipment, and materials.

Each certificated domestic repair station shall provide personnel, facilities equipment, and materials at least equal in quality and quantity to the standards currently required for the issue of the certificate and rating that it holds.

§ 145.57 Performance standards.

(a) Except as provided in §145.2, each certificated domestic repair station shall perform its maintenance and alteration operations in accordance with the standards in part 43 of this chapter. It shall maintain, in current condition, all manufacturers' service manuals, instructions, and service bulletins that relate to the articles that it maintains or alters.

(b) In addition, each certificated domestic repair station with a radio rating shall comply with those sections of part 43 of this chapter that apply to electric systems, and shall use materials that conform to approved specifications for equipment appropriate to its rating. It shall use test apparatus, shop equipment, performance standards, test methods, alterations, and calibrations that conform to the manufacturers' specifications or instructions, approved specification, and, if

not otherwise specified, to accept good practices of the aircraft radio industry.

[Doc. No. 1157, 27 FR 6662, July 13, 1962, as amended by Amdt. 145-5, 31 FR 8585, June 21, 1966; Amdt. 145-7, 31 FR 10614, Aug. 9, 1966]

§ 145.59 Inspection of work performed.

(a) Each certificated domestic repair station shall, before approving an airframe, powerplant, propeller, instrument, radio, or accessory for return to service after maintaining or altering it, have that article inspected by a qualified inspector. After performing a maintenance or alteration operation, the station shall certify on the maintenance or alteration record of the article that it is airworthy with respect to the work performed.

(b) For the purposes of paragraph (a) of this section, the qualified inspector must be a person employed by the station, who has shown by experience as a journeyman that he understands the inspection methods, techniques, and equipment used in determining the airworthiness of the article concerned. He must also be proficient in using various types of mechanical and visual inspection aids appropriate for the article being inspected.

[Doc. No. 1157, 27 FR 6662, July 13, 1962, as amended by Amdt. 145-16, 43 FR 22643, May 25, 1978]

§ 145.61 Performance records and reports.

Each certificated domestic repair station shall maintain adequate records of all work that it does, naming the certificated mechanic or repairman who performed or supervised the work, and the inspector of that work. The station shall keep each record for at least two years after the work it applies to is done.

§ 145.63 Reports of defects or unairworthy conditions.

(a) Each certificated domestic repair station shall report to the Administrator within 72 hours after it discovers any serious defect in, or other recurring unairworthy condition of, an aircraft, powerplant, or propeller, or any component of any of them. The report shall be made on a form and in a manner prescribed by the Administrator, describing the defect or malfunction

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completely without withholding any pertinent information.

(b) In any case where the filing of a report under paragraph (a) of this section might prejudice the repair station, it shall refer the matter to the Administrator for a determination as to whether it must be reported. If the defect or malfunction could result in an imminent hazard to flight, the repair station shall use the most expeditious method it can to inform the Administrator.

(c) The holder of a domestic repair station certificate that is also the holder of a part 121 or 135 certificate, a Type Certificate (including a Supplemental Type Certificate), a Parts Manufacturer Approval (PMA), or a TSO authorization, or that is the licensee of a Type Certificate, need not report a failure, malfunction, or defect under this section if the failure, malfunction, or defect has been reported by it, under § 21.3, § 37.17, § 121.703, or § 135.57 of this chapter.

[Doc. No. 1157, 27 FR 6662, July 13, 1962, as amended by Amdt. 145-9, 35 FR 3155, Feb. 19, 1970; Amdt. 145-13, 35 FR 18189, Nov. 28, 1970; Amdt. 145-25, 66 FR 21067, Apr. 27, 2001]

EFFECTIVE DATE NOTE: By Amdt. 145-22, 65 FR 56206, Sept. 15, 2000, § 145.63 was amended by revising paragraphs (a) and (c) and adding paragraphs (d) and (e), effective Jan. 16, 2001. At 65 FR 80743, Dec. 22, 2000, the effective date was delayed until July 16, 2001. At 66 FR 21626, Apr. 30, 2001, the effective date was delayed until Jan. 16, 2002. At 66 FR 58912, Nov. 23, 2001, the effective date was delayed until Jan. 16, 2003. For the convenience of the user, the added and revised text is set forth as follows:

§ 145.63 Reports of defects or unairworthy conditions.

(a) Each certificated domestic repair station shall, within 96 hours after it discovers any serious defect in, or other recurring unairworthy condition of, an aircraft, powerplant, or propeller, or any component of any of them, submit a report to a central collection point as specified by the Administrator. The report shall be made on a form or in another format acceptable to the Administrator, describing the defect or unairworthy condition completely without withholding any pertinent information.

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(c) The holder of a domestic repair station certificate that also is the holder of a part

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121, part 125, or part 135 certificate, a Type Certificate (including a Supplemental Type Certificate), a Parts Manufacturer Approval, or a Technical Standard Order Authorization, or that is the licensee of a Type Certificate holder, need not report a failure, malfunction, or defect under this section if the failure, malfunction, or defect has been reported by it under § 21.3, § 121.703, § 121.704, § 125.409, § 125.410, § 135.415, or § 135.416 of this chapter.

(d) A certificated domestic repair station may submit a Service Difficulty Report (operational or structural) for—

(1) A part 121 certificate holder under § 121.703(g) or § 121.704(f) provided that the report meets the requirements of §§ 121.703(d) and 121.703(e), or §§ 121.704(c) and 121.704(d) of this chapter, as appropriate;

(2) A part 125 certificate holder under § 125.409(g) or § 125.410(f) provided that the report meets the requirements of §§ 125.409(d) and 125.409(e), or §§ 125.410(c) and 125.410(d) of this chapter, as appropriate;

(3) A part 135 certificate holder under § 135.415(g) or § 135.416(f) provided that the report meets the requirements of §§ 135.415(d) and 135.415(e), or §§ 135.416(c) and 135.416(d) of this chapter, as appropriate.

(e) A certificated domestic repair station authorized to report a failure, malfunction, or defect under paragraph (d) of this section shall not report the same failure, malfunction, or defect under paragraph (a) of this section. A copy of the report submitted under paragraph (d) of this section shall be forwarded to the certificate holder.

Subpart C—Foreign Repair Stations

§ 145.71 General requirements.

A repair station certificate with appropriate ratings may be issued for a foreign repair station if the Administrator determines that it will be necessary for maintaining or altering United States registered aircraft and aircraft engines, propellers, appliances, and component parts thereof for use on United States registered aircraft. A foreign repair station must meet the requirements for a domestic repair station certificate, except those in §§ 145.39 through 145.43.

[Doc. No. 25454, 53 FR 47376, Nov. 22, 1988]

§ 145.73 Scope of work authorized.

(a) A certificated foreign repair station may, with respect to United States registered aircraft, maintain or alter aircraft, airframes, powerplants,